2002

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

91

Sussex County Town of Jarratt Town of Stony Creek Town of Wakefield Town of Waverly

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

29 US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					00	issex ivialities affect								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		-0C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Wakefield				From:		110.460								
	0.44	3200	F	97%	1%	US 460 1% 0% 1%	0%	С	0.098	F	0.507	3200	F	2002
31	0.44	3200	•	70 To:	1 /0	NCL Wakefield	070		0.030	'	0.507	3200	'	2002
Sussex County														
Sussex County				From:		NCL Wakefield								
31)	3.22	3200	N	97 <u>%</u>	1%	1% 0% 1%	0%	N	0.098	Ν	0.507	3200	Ν	2002
<u> </u>				To:		Surry County Line								
	7.40		_	From:		Southampton County Line	00/		0.000	_	0.540	0000	_	0000
35)	7.48	2000	F	76%	2%	1% 1% 20%	0%	С	0.082	F	0.549	2000	F	2002
				From:		SR 40 Homeville							_	
35)	5.81	1600	F	74%	2%	2% 3% 20%	0%	С	0.073	F	0.564	1600	F	2002
				From:		91-626								
35	4.46	2000	F	81%	1%	2% 2% 14%	0%	F	0.075	F	0.637	2000	F	2002
				To:		Prince George County Line								
	4.07	0400	_	From:	40/	Dinwiddie County Line	00/	_	0.000	_	0.004	0400	_	2002
40	4.37	2400	F	89%	1%	1% 2% 7%	0%	С	0.083	F	0.604	2400	F	2002
				From:		SR 40 Bus W of Stony Creek	201							
40)	1.04	2200	F	89%	2%	1% 2% 6%	0%	F	0.079	F	0.63	2200	F	2002
				From:		US 301 Stony Creek								
40)	0.08	3200	F	89%	2%	1% 2% 6%	0%	F	0.078	F	0.533	3300	F	2002
				From:		I-95 Near Stony Creek								
40)	6.72	2200	F	84%	2%	1% 1% 12%	0%	С	0.086	F	0.626	2200	F	2002
				To: From:		91-735								
40	6.53	1600	F	78%	3%	1% 2% 17%	0%	С	0.088	F	0.558	1600	F	2002
\smile				To: From:		SR 35 Homeville								
40)	5.99	2000	F	78%	3%	1% 2% 17%	0%	F	0.084	F	0.549	2000	F	2002
$\overline{}$				To-		WCL Waverly								
Town of Waverly														
	0.76	2000	N	From:	20/	WCL Waverly	00/	NI.	0.004	NI	0.540	2000	NI	2002
40	0.76	2000	N	78% 	3%	1% 2% 17%	0%	N	0.084	N	0.549	2000	N	2002
				From:	101	91-651 At Waverly	201				0 = 40			
40	1.15	4500	F	88%	1%	1% 2% 8%	0%	С	0.078	F	0.513	4500	F	2002
				From:		US 460								
40)	1.25	2900	F	92%	1%	1% 1% 5%	0%	С	0.09	F	0.538	2900	F	2002
				10.		ECL Waverly								
Sussex County				From:		ECL Waverly	1							
(40)	1.86	2900	N	92%	1%	1% 1% 5%	0%	N	0.09	Ν	0.538	2900	N	2002
40				To:		Surry County Line								
Bus				From:		SR 40								
40)	0.37	280	F	97%	1%	1% 0% 1%	0%	С	0.108	F	8.0	280	F	2002
				To:		WCL Stony Creek								
Town of Stony Creek														
Bus	074	000		From:	40/	WCL Stony Creek	00/		0.400		0.0	000		0000
40	0.74	280	N	97%	1%	1% 0% 1%	0%	N	0.108	N	8.0	280	N	2002
Bus				From:		US 301 Stony Creek								
40 (301)	0.22	2500	N	89%	2%	2% 3% 5%	0%	Ν	0.079	Ν	0.547	2500	N	2002
				To:		SCL Stony Creek								
Sussex County														
Bus				From:		SCL Stony Creek								
(40) (301)	0.02	2500	F	89%	2%	2% 3% 5%	0%	С	0.079	F	0.547	2500	F	2002
\sim				To:		SR 40								

					Su											
Route	Length	AADT	QA	4Tire	Bus	2Axle		uck 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Sussex County				From:												
North	0.16	16000	F	77%	1%	Greenville 2%	e County .	19%	0%	F	0.067	F		14000	F	2002
95	Combined Traffic:			77% 78%		2% 2%				F		F				2002
	Combined Franc.	26000	F	76%	1%		1%	18%	0%	Г	0.067	Г		24000	F	
North				From:		U	IS 301									
95)	2.95	17000	F	77%	1%	2%	1%	19%	0%	F	0.068	F		14000	F	2002
	Combined Traffic:	29000	F	78%	1%	2%	1%	18%	0%	F	0.065	F		27000	F	
				To: From:		91-6	31 Jarratt		-							
North	4.04	17000	F	77%	1%	2%	1%	19%	0%	F	0.067	F		15000	F	2002
95	Combined Traffic:	30000	F	78%	1%	2%	1%	18%	0%	F	0.065	' F		27000	r F	2002
	Combined Trainc.	30000	-	7070	1 /0			10 /0	0 /6	'	0.005	•		27000	•	
lorth				From:		9	1-645									
95)	6.63	16000	F	77%	1%	2%	1%	19%	0%	F	0.067	F		14000	F	2002
	Combined Traffic:	29000	F	78%	1%	2%	1%	18%	0%	F	0.066	F	0.506	27000	F	
1				To:		SR 40 S	Stony Cre	ek	1							
lorth	0.22	16000	F	80%	1%	2%	0%	17%	0%	F	0.066	F		14000	F	2002
95	Combined Traffic:	32000	F	80%	1%	2%	0%	17%	0%	F	0.068	F	0.551		F	2002
	Combined Trainic.	32000	г	To:	1 70		tony Cree		0%	Г	0.000	Г	0.551	30000	г	
C C C	.1_	-					iony error									
' <mark>own of Stony Cree</mark> Iorth	ek	-		From:		SCL S	tony Cree	k								
95)	0.09	16000	F	80%	1%	2%	0%	17%	0%	F	0.066	F		14000	F	2002
	Combined Traffic:	32000	F	80%	1%	2%	0%	17%	0%	F	0.068	F	0.551	30000	F	
				To		NCL S	Stony Cree	k								
ussex County																
North			_	From:			Stony Cree			_		_			_	
95)	2.14	16000	F	80%	1%	2%	0%	17%	0%	F	0.066	F		14000	F	2002
	Combined Traffic:	32000	F	80%	1%	2%	0%	17%	0%	F	0.068	F	0.551	30000	F	
lorth				From:		9	1-602									
95)	1.37	14000	F	80%	1%	2%	0%	17%	0%	F	0.069	F		12000	F	2002
33)	Combined Traffic:	29000	F	80%	1%	2%	0%	17%	0%	F	0.064	F		28000	F	
				To:		Prince Geor										
South				From:		Greensvill	le County	Line	i							
95)	0.58			riom.												
	0.50	9800	F	80%	1%	2%	0%	16%	0%	F	0.067	F		9800	F	2002
	Combined Traffic:	9800 26000	F F		1% 1%		0% 1%		0% 0%	F F	0.067 0.067	F F		9800 24000	F F	2002
South				80% 78%		2% 2%	1%	16%								2002
	Combined Traffic:	26000	F	80% 78%	1%	2% 2% U	1% IS 301	16% 18%	0%	F	0.067	F		24000	F	
95	Combined Traffic: 3.04	26000 12000	F	80% 78% From:	1%	2% 2% U	1% IS 301 0%	16% 18% 16%	0%	F	0.067			24000 12000	F	
95	Combined Traffic:	26000	F	80% 78%	1%	2% 2% U 2% 2%	1% IS 301 0% 1%	16% 18%	0%	F	0.067	F		24000	F	2002
	Combined Traffic: 3.04	26000 12000	F	80% 78% From:	1%	2% 2% U 2% 2%	1% IS 301 0%	16% 18% 16%	0%	F	0.067	F		24000 12000	F	
South	Combined Traffic: 3.04	26000 12000	F	80% 78% From: 80% 78%	1%	2% 2% U 2% 2%	1% IS 301 0% 1%	16% 18% 16%	0%	F	0.067	F		24000 12000	F	2002
outh	Combined Traffic: 3.04 Combined Traffic:	26000 12000 29000 12000	F F F	80% 78% From: 80% 78%	1% 1% 1%	2% 2% U 2% 2% 91-6	1% US 301 0% 1% 31 Jarratt	16% 18% 16% 18%	0% 0% 0%	F F F	0.067 0.065 NA	F		24000 12000 27000	F F	2002
South 95	Combined Traffic: 3.04 Combined Traffic: 3.92	26000 12000 29000 12000	F F F	80% 78% From 80% 78% 80% 78%	1% 1% 1%	2% 2% 2% 2% 91-63 2% 2%	1% US 301 0% 1% 31 Jarratt 0% 1%	16% 18% 16% 18%	0% 0% 0% 0%	F F F	0.067 0.065 NA 0.066	F		24000 12000 27000 12000	F F F	2002
South 95	Combined Traffic: 3.04 Combined Traffic: 3.92 Combined Traffic:	12000 29000 12000 30000	F F F	80% 78% 80% 78% From 80% 78% 78%	1% 1% 1% 1%	2% 2% 2% 2% 2% 2% 2% 2%	1% (S 301 0% 1% 31 Jarratt 0% 1%	16% 18% 16% 18%	0% 0% 0% 0% 0%	F F F	0.067 0.065 NA 0.066 NA	F F		24000 12000 27000 12000 27000	F F F	2002
south 95	Combined Traffic: 3.04 Combined Traffic: 3.92 Combined Traffic: 6.54	26000 12000 29000 12000 30000	F F F	80% 78% From 80% 78% 80% 78% From 80% 80%	1% 1% 1% 1% 1%	2% 2% U 2% 2% 91-6: 2% 2%	1% 0% 11% 015 301 0% 11% 01-645 0%	16% 18% 16% 18% 16%	0% 0% 0% 0% 0%	F F F	0.067 0.065 NA 0.066 NA	F		24000 12000 27000 12000 27000 13000	F F F	2002
South 95	Combined Traffic: 3.04 Combined Traffic: 3.92 Combined Traffic:	26000 12000 29000 12000 30000	F F F	80% 78% 80% 78% From 80% 78% 78%	1% 1% 1% 1%	2% 2% U 2% 2% 91-6: 2% 2% 2%	1% 18 301 0% 1% 31 Jarratt 0% 1% 1% 01-645 0% 1%	16% 18% 16% 18% 16% 18%	0% 0% 0% 0% 0%	F F F	0.067 0.065 NA 0.066 NA	F F		24000 12000 27000 12000 27000	F F F	2002
South 95 South 95	Combined Traffic: 3.04 Combined Traffic: 3.92 Combined Traffic: 6.54	26000 12000 29000 12000 30000	F F F	80% 78% From 80% 78% 80% 78% From 80% 80%	1% 1% 1% 1% 1%	2% 2% U 2% 2% 91-6: 2% 2% 2%	1% 0% 11% 015 301 0% 11% 01-645 0%	16% 18% 16% 18% 16% 18%	0% 0% 0% 0% 0%	F F F	0.067 0.065 NA 0.066 NA	F F		24000 12000 27000 12000 27000 13000	F F F	2002
South 95	Combined Traffic: 3.04 Combined Traffic: 3.92 Combined Traffic: 6.54	26000 12000 29000 12000 30000	F F F	80% 78% 80% 78% 80% 78% 80% 78% 80% 78%	1% 1% 1% 1% 1%	2% 2% 2% 2% 2% 91-6: 2% 2% 2%	1% 18 301 0% 1% 31 Jarratt 0% 1% 1% 01-645 0% 1%	16% 18% 16% 18% 16% 18%	0% 0% 0% 0% 0%	F F F	0.067 0.065 NA 0.066 NA	F F		24000 12000 27000 12000 27000 13000	F F F	2002
South 95	Combined Traffic: 3.04 Combined Traffic: 3.92 Combined Traffic: 6.54 Combined Traffic:	12000 29000 12000 30000 13000 29000	F F F F	80% 78% 80% 78% From 80% 78% 80% 78% From 80% 78%	1% 1% 1% 1% 1% 1%	2% 2% 2% 2% 91-6; 2% 2% 2% SR 40 8	1% 0% 1% 31 Jarratt 0% 1% 1-645 0% 1% Stony Cree	16% 18% 16% 18% 16% 18%	0% 0% 0% 0% 0% 0% 0%	F F F F	0.067 0.065 NA 0.066 NA 0.075 NA	F F		24000 12000 27000 12000 27000 13000 27000	F F F F	2002
South 95 South 95 South 95 South	Combined Traffic: 3.04 Combined Traffic: 3.92 Combined Traffic: 6.54 Combined Traffic:	12000 29000 12000 30000 13000 29000	F F F F	80% 78% 80% 78% 50% 80% 78% 50% 78% 50% 80% 80% 80% 80%	1% 1% 1% 1% 1% 1% 1%	2% 2% 2% 2% 91-6: 2% 2% 2% SR 40 S 2% 2%	1% 18 301 0% 1% 1% 31 Jarratt 0% 1% 1% 1% 1% 1% 0% 1% 0% 0%	16% 18% 16% 18% 16% 18% 16% 16%	0% 0% 0% 0% 0% 0%	F F F F	0.065 NA 0.066 NA 0.075 NA	F F		24000 12000 27000 12000 27000 13000 27000	F F F F	2002
South 95 Sou	Combined Traffic: 3.04 Combined Traffic: 3.92 Combined Traffic: 6.54 Combined Traffic: 2.52 Combined Traffic:	12000 29000 12000 30000 13000 29000 16000 32000	F F F F F	80% 78% 80% 78% From 80% 78% 80% 78% From 80% 78% 80% 78%	1% 1% 1% 1% 1% 1% 1% 1%	2% 2% 2% 2% 91-6; 2% 2% 2% 2% 2% 2% 2% 2%	1% 0% 1% 31 Jarratt 0% 1% 1-645 0% 1% Stony Cree 0% 0%	16% 18% 16% 18% 16% 18% 16% 18% ek 16% 17%	0% 0% 0% 0% 0% 0% 0%	F F F F	0.067 0.065 NA 0.066 NA 0.075 NA 0.069 NA	F F		24000 12000 27000 12000 27000 13000 27000 16000 30000	F F F F F	2002 2002 2002 2002
South 95 South 95 South 95 South 95	Combined Traffic: 3.04 Combined Traffic: 3.92 Combined Traffic: 6.54 Combined Traffic:	12000 29000 12000 30000 13000 29000 16000 32000	F F F F	80% 78% 80% 78% 50% 80% 78% 50% 78% 50% 80% 80% 80% 80%	1% 1% 1% 1% 1% 1% 1%	2% 2% 2% 2% 91-6: 2% 2% 2% SR 40 S 2% 2%	1% 18 301 0% 1% 1% 31 Jarratt 0% 1% 1% 1% 1% 1% 0% 1% 0% 0%	16% 18% 16% 18% 16% 18% 16% 16%	0% 0% 0% 0% 0% 0%	F F F F	0.065 NA 0.066 NA 0.075 NA	F F		24000 12000 27000 12000 27000 13000 27000	F F F F	2002

					Sı	issex Maintenance Are	a							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tra		\cap C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Jarratt				From:		40 (10 CT I	-	·						
139	0.76	1900	F	92% To:	1%	40-610 CL Jarratt 2% 1% 5% Sussex County Line	0%	F I	0.080	F	0.665	1900	F	2002
				From:		Greensville County Line								
(139)	0.23	2800	F	92% To:	1%	2% 1% 5% 91-646	0%	С	0.082	F	0.579	2800	F	2002
(139)	0.49	2300	F	92%	1%	2% 1% 5%	0%	F	0.077	F	0.626	2300	F	2002
~ ~				To:		US 301 Jarratt								
Sussex County				From:		Greensville County Line								
301	3.69	3600	F	94%	0%	2% 0% 3%	0%	F	0.096	F	0.681	3600	F	2002
(301)	4.00	1100	F	From: 93%	3%	SR 139 Jarratt 1% 1% 2%	0%	С	0.093	F	0.543	1100	F	2002
				To: From:		91-645								
(301)	3.93	860	F	93%	3%	1% 1% 2%	0%	F	0.087	F	0.57	860	F	2002
(301)	2.77	970	F	93%	3%	91-734 1% 1% 2%	0%	F	0.089	F	0.596	970	F	2002
				To- From:		SR 40								
301	0.02	2500	F	89%	2%	2% 3% 5% SCL Stony Creek	0%	С	0.079	F	0.547	2500	F	2002
Town of Stony Creek							<u> </u>							
~~~				From:		SCL Stony Creek								
[301]	0.22	2500	N	89% To:	2%	2% 3% 5% BUS SR 40	0%	N 	0.079	N	0.547	2500	N	2002
Sussex County				-										
(~~~)	2.50	4700	_	From:	20/	ECL Stony Creek	00/		0.400	_	0.501	1700	_	2002
[301]	3.50	1700	F	85% To:	2%	1% 7% 5% Prince George County Line	0%	F I	0.100	F	0.521	1700	F	2002
				From:		Prince George County Line								
(460)	6.24	12000	F	79%	1%	3% 2% 16%	6 0%	F	0.074	F	0.594	11000	F	2002
				To:		WCL Waverly								
Town of Waverly				From:		WCL Waverly	1							
(460)	0.66	12000	N	79%	1%	3% 2% 16%	6 0%	l N	0.074	N	0.594	11000	N	2002
<u> </u>				To: From:		SR 40		· · ·						
(460)	0.72	9500	N	79 <u>%</u>	1%	3% 2% 16%	6 0%	N	0.120	Ν	0.56	9000	Ν	2002
				To:		ECL Waverly								
Sussex County				From:		ECL Waverly								
(460)	6.28	9500	N	79%	1%	3% 2% 16%	6 0%	N	0.120	Ν	0.56	9000	N	2002
Town of Wakefield				To:		WCL Wakefield								
~~~				From:		WCL Wakefield	,							
460	1.06	9500	N	79% To:	1%	3% 2% 169 ECL Wakefield	6 0%	N I	0.120	N	0.56	9000	N	2002
Sussex County														
~~~	4.00	0=00		From:	401	ECL Wakefield	/ <b>0</b> 01		0.400		0.50	0000		0000
460	1.80	9500	Α	79% ™	1%	3% 2% 16% Southampton County Line	6 0%	A	0.120	Α	0.56	9000	Α	2002
Town of Jarratt				From:		W.C. 1								
610	0.29	1700	N	89%	2%	WCL Jarratt 2% 0% 6%	0%	l N	0.097	N	0.640	1700	N	2002
(6 ₄₀ 0)	0.20		.,	Tn:	_ /0	40-1101	<b>3</b> / 0		0.001	.,	2.010		.,	_002
				From:		SR 139								
630	0.23	920	F	95%	0%	2% 0% 2%	0%	F	0.099	F	0.657	920	F	2002
				To:		NCL Jarratt								

					Sussex Maintenance Area					
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	$\cap$	Ok	Dir Factor	AAWDT QW	Year
Town of Jarratt										
1101	0.13	840	R	From:	40-610	l N	4		NA	1999
				To: From:	40-1107					1000
1101	0.09	760	R			N	4		NA	1999
1101	0.38	690	R	From:	40-1102	N	Δ		NA	1999
1401				To:	40-1106					
1101	0.02	1100	R	From:	10 1100	N.	4		NA	1999
				To: From:	40-1108					
1101	0.03	1200	R			N	7		NA	1999
	0.05	1200	R	From:	40-1105	N	Δ		NA	1999
1101)	0.00	1200		Tax	40-1103		<u> </u>		107	1000
1101)	0.13	790	R	From:	40-1103	l N	4		NA	1999
40				To:	91-1101 Sussex County Line					
	0.05	240	_	From:	SCL Jarratt		^		NIA	1000
1102	0.25	210	R	To:	40-1101	N.	1		NA	1999
				From:	SCL Jarratt					
1103	0.14	310	R			N	4		NA	1999
				To: From:	40-1111					
1103	0.15	390	R			N	4		NA	1999
	0.00	070		From:	40-1101	N.			NIA	4000
1103	0.03	970	R	To:	91-1103 Sussex County Line	N. I	4		NA	1999
				From:	40-630 NCL Jarratt					
1104	0.12	260	R			N	4		NA	1999
				To: From:	40-1110					
1104	0.17	70	R	To:	40-1112	N.	7		NA	1999
				From:	40-1111					
1105	0.15	40	R	-	10 1111	N.	4		NA	1999
40				To:	40-1101					
	0.07	100	R	From:	Dead End	N	^		NA	1999
1106	0.07	100	ĸ			IN.	٠		NA	1998
1106	0.15	220	R	From:	40-1111	N	Δ		NA	1999
1106				To:	40-1101					
				From:	40-1101					
1107	0.25	100	R	To:	Dead End	N.	4		NA	1999
				From:	Dead End					
1108)	0.17	30	R		Dead End	l N	4		NA	1999
1108				To- From:	40-1109 NORTH					
1108	0.07	110	R	rioii.		N.	4		NA	1999
				To: From:	40-1109 SOUTH					
1108	0.04	240	R	To:	40.1101	N.	4		NA	1999
				From:	40-1101					
1109	0.09	70	R		40-1108	l N	4		NA	1999
400			-	To:	40-1108					
				From:	SR 139				· · · · · · · · · · · · · · · · · · ·	
1110	0.64	240	R	т		N.	4		NA	1999
40/				To:	Sussex County Line					

					Out	ssex Maintenan	30 7 11 Cu								
Route	Length	AADT	QA	4Tire	Bus	Tro			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Jarratt				From:		40-1106		1							
1111	0.05	110	R			40-1100				NA			NA		1999
				To: From:		40-1105									
1111	0.05	130	R	To		40-1103				NA			NA		1999
				From:		40-1103									
1112	0.07	40	R			40-1113				NA			NA		1999
				To: From:		40-1104									
1112	0.10	50	R	To:		40-1110				NA			NA		1999
				From:		40-630		1							
1113	0.15	100	R			40-030				NA			NA		1999
				To: From:		40-1110									
1113	0.18	60	R	To:		40.1112				NA			NA		1999
				From:		40-1112									
	0.23	170	R	From:		40-630				NA			NA		1999
1114	0.23	170		To:		40-1116				IVA			IVA		1000
				From:		Dead End		1							
1115	0.03	49	R	<u> </u>						NA			NA		1999
				To: From:		40-1110									
1115	0.12	30	R	rioni.						NA			NA		02/04/200
40				To:		40-1116									
$\bigcirc$			_	From:		SR 139									1000
1116	0.06	70	R							NA			NA		1999
	0.40		_	From:		40-1114				NIA.			NIA		00/04/000
1116	0.12	20	R	To:		40-1115				NA			NA		02/04/200
				From:	91	1-1117 Sussex Coun	nty Line								
1117	0.24	20	R			1-1117 Bussex Coun	ty Eme			NA			NA		1999
40				To:		Dead End									
$\widehat{}$				From:		40-630									
1118	0.11	20	R	To:		40 1110				NA			NA		02/04/200
~ ~				10.		40-1110									
Sussex County				From:		91-628									
(600)	1.20	90	R	_						NA			NA		02/14/200
$\bigcirc$				To:	S	Southampton County	y Line								
$\bigcirc$				From:		91-628									
601)	0.80	80	R	To:		Southampton County	v. Lino			NA			NA		02/14/200
				From:	,	Dead End	y Line								
602	0.25	10	R			Dead Elid				NA			NA		02/05/200
002)				To		91-618 SOUTH									
$\bigcirc$	0.00	400	_	From:	40/	91-618 NORTH		00/	_	0.470	_	0.50	100	_	
602	0.60	120	F	71%	4%	1% 12%	13%	0%	F	0.170	F	0.52	120	F	2002
	0.00	<b></b>	_	From:	40/	91-657	400/	00/		0.004		0.000	500		0000
602	0.60	500	F	71%	4%	1% 12%	13%	0%	С	0.091	F	0.633	500	F	2002
602	0.39	560	F	From: 57%	2%	US 301 2% 13%	26%	0%	F	0.08	F	0.575	560	F	2002
(002)	0.00			To:	- /0					J.00		0.570			
				From:	20/	91-670 2% 13%	26%	0%	F	0.000	г	0.572	500	F	2002
	1 55	500	F	5/%	2%	Z70 1.37/				0.097		U.::1/	: )( )( )		
602	1.55	500	F	57%	2%		20 /0	0 /0		0.092	F	0.572	500		
	1.55 2.41	500 400	F 	57% From: 57%	2%	91-623 2% 13%	26%	0%	C	0.092	F	0.644	400		2002

					Sı	ıssex Mainter	ance Are	a							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A	Truck xle 1Tra	I 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Sussex County									1						
602	0.53	290	F	57%	2%	91-638 2% 13	% 26%	0%	] F 1	0.124	F	0.549	290	F	2002
602	3.42	320	F	57%	2%	91-637 2% 13 SR 35 SOU	% 26%	0%	F	0.135	F	0.519	320	F	2002
602	6.10	290	R	From:		SR 35 NO				NA			NA		02/14/2002
602	3.20	990	R	From:		91-625				NA			NA		02/14/2002
602	0.30	1300	R	From		91-626				NA			NA		02/14/2002
602	1.10	250	R	From:		US 460				NA			NA		02/14/2002
602	0.90	140	R	From:		91-613 Surry Count			]	NA			NA		02/14/2002
Town of Wakefield				I		Surry Count	Line								
603	0.32	970	F	98%	1%	91-628 1% 09	6 0%	0%	С	0.093	F	0.575	970	F	2002
603)	0.30	230	F	From: 98% To:	1%	US 460 1% 09 NCL Wake	6 0%	0%	F 1	0.143	F	0.565	230	F	2002
Sussex County															
603	0.81	230	N	98%	1%	NCL Wake		0%	N	0.143	N	0.565	230	N	2002
603)	1.90	300	R	From:		91-615			<b> </b>	NA			NA		02/14/2002
603)	1.10	90	R	From:		91-604			1	NA			NA		02/14/2002
603	0.70	170	R	From:		91-614			]	NA			NA		02/14/2002
603	1.20	60	R	From:		91-613 Surry Count			]	NA			NA		02/14/2002
(604)	3.30	10	R	From:		91-634			]	NA			NA		02/25/2002
(604)	2.90	20	R	To: From:		91-606 SO 91-606 NO			]	NA			NA		02/25/2002
604)	1.60	130	R	From:		91-621			<b> </b>	NA			NA		02/25/2002
(604)	4.01	580	F	From: 95%	0%	US 460 1% 19	<b>6</b> 2%	0%	С	0.105	F	0.689	590	F	2002
				To: From:		Surry Count			<u> </u>						
605)	1.70	60	R	To:		91-606 Southampton Co			] ]	NA			NA		02/25/2002
(606)	1.80	40	R	From:		Southampton Co	unty Line			NA			NA		02/25/2002
(606)	1.80	80	R	To- From:		91-605			<b></b>	NA			NA		02/25/2002
606	7.39	310	R	From:		91-622 SO			}	NA			NA		02/25/2002
				To-		91-614									

					St	issex Maintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Sussex County				From:		91-614		1							
606)	0.90	590	R			71 011				NA			NA		02/25/200
				To: From:		91-653		-							
606	0.40	900	F	96%	1%	1% 2%	1%	0%	С	0.095	F	0.548	900	F	2002
	0.00	700		From:	40/	US 460	20/	00/		0.004	_	0.504	700		2000
606	0.60	720	F	95% To:	1%	1% 0% SR 40 WEST	2%	0%	С	0.091	F	0.594	720	F	2002
Town of Waverly															
(200)	0.60	350	F	95%	1%	SR 40 WEST 1% 0%	2%	0%	F	0.1	F	0.595	350	F	2002
(606)	0.00		•	To:	170	SCL Waverly		070		0.1		0.000			2002
Sussex County				From:		227 777									
(606)	0.56	350	N	95%	1%	SCL Waverly	2%	0%	N	0.1	N	0.595	350	N	2002
(000)				To:	.,,	91-613									
600	0.82	190	F	95%	1%	91-613 WEST 1% 0%	2%	0%	F	0.099	F	0.591	190	F	2002
(606)	0.02	150	•	To:	170	SR 40 E; 91-613 E		070	'	0.000	ı	0.001	100		2002
_				From:		Southampton Count	y Line								
607)	3.40	100	R	To:		01 (21				NA			NA		02/25/200
				From:		91-631		1							
608	3.00	70	R			91-042				NA			NA		02/25/200
000				To-		91-632 NORTI									
600	1.85	60	R	From:		91-632 SOUTI				NA			NA		02/25/200
608)	1.00			To		91-631 NORTI									02/20/200
600	1.80	10	R	From:		91-631 SOUTI	I			NA			NA		02/25/200
608	1.00	10		To		Southampton Count	y Line			INA			14/4		02/23/200
				From:		Greensville County	Line								
609	0.50	230	R							NA			NA		02/06/200
	0.70	000		From:		US 301				NIA.			NIA		00/00/000
609	0.70	300	R	т		04.640				NA			NA		02/06/200
(609)	2.70	390	R	From:		91-612				NA			NA		02/06/2002
0009				To:		91-611 SOUTI									
(609)	1.40	370	R	From:		91-611 NORTI	H			NA			NA		02/06/200
(009)				To:		91-610									
609	3.30	130	R	From:		,,,,,,,				NA			NA		02/06/2002
				To: From:		91-635		}							
609	1.85	90	R							NA			NA		02/06/2002
	0.05			From:		91-697				NI A			NIA		00/00/000
609	2.25	20	R	To:		91-735		1		NA			NA		02/06/2002
				From:		Southampton Count	y Line								
610	3.13	170	R	<u>.                                    </u>		•				NA			NA		02/06/2002
				To- From:		91-609		}							
610	3.10	400	R	To:		91-631				NA			NA		02/06/2002
				From:		Greensville County	/ I ine	<u>.</u>							
611)	1.30	360	R	<u> </u>		Greensvine Coulity	LIIIC			NA			NA		02/06/200
				To: From:		91-612 NORTI	Н								
(611)	2.90	170	R							NA			NA		02/06/2002
				To:		91-609 NORTI	H								

					Sussex Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	OC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Sussex County				From:	91-609 NORTH	Ī						
(611)	1.50	40	R	_		- -	NA			NA		02/06/2002
				To-	91-610	<u> </u>						
(612)	1.50	190	R	From:	Southampton County Line		NA			NA		02/06/2002
(612)	1.00			To:	91-611 SOUTH	]	1471					02/00/200
	4.20	220		From:	91-611 NORTH		NIA			NIA		02/06/200
612	4.20	320	R	To:	91-609	1	NA			NA		02/06/200
				From:	Prince George County Line							
613)	5.45	110	R				NA			NA		02/25/200
				To: From:	91-653	}						
613)	2.20	110	F	96%	1% 1% 0% 2% 0%	С	0.168	F	0.611	110	F	2002
				To: From:	91-606 SOUTH SR 40; 91-606 NORTH							
613)	3.97	140	R		5K 40, 91-000 NOKIII		NA			NA		02/02/200
				To:	91-603							
				From:	91-606							
(614)	1.40	80	R				NA			NA		02/25/2002
				From:	US 460	]						
614)	0.80	220	R				NA			NA		02/25/2002
			_	From:	91-615	<b>]</b>						00/07/000
614)	3.10	100	R	To:	91-603	1	NA			NA		02/25/200
T. CXX				<u> </u>	91-003	<u>I</u>						
Town of Waverly				From:	SR 40							
(615)	0.28	300	R			_	NA			NA		02/25/2002
				To:	ECL Waverly							
Sussex County				From:	ECL Waverly	1						
615)	1.89	300	R	<u> </u>	ECE wavely		NA			NA		02/25/2002
				To: From:	91-614	Ī						
(615)	1.00	170	R	rioii.			NA			NA		02/25/2002
				To: From:	91-700	}						
(615)	1.60	260	R			_	NA			NA		02/25/2002
				From:	91-604	}						
(615)	1.99	140	R	To:		7	NA			NA		02/25/2002
				From:	91-603	1						
(616)	2.80	70	R	r ioni.	91-656	J	NA			NA		02/25/2002
010				To:	91-619 EAST							02/20/200
$\bigcirc$	4.00	20	_	From:	91-619 WEST	J	NIA			NIA		00/05/000
616	1.80	20	R	To:	Dinwiddie County Line	1	NA			NA		02/25/2002
				From:	SR 31	i i						
617)	0.87	620	F	95%	0% 1% 0% 3% 0%	С	0.123	F	0.5	620	F	2002
				To:	Surry County Line							
$\bigcirc$				From:	Dinwiddie County Line							
618)	0.85	220	R			_	NA			NA		02/05/2002
	4.00	400		From:	91-602 SOUTH	<u> </u>	0.400		0.5	400		2002
618)	1.30	120	F	99% To:	0% 1% 0% 0% 0% 91-657	C 1	0.139	F	0.5	120	F	2002
				From:	Greensville County Line	<u> </u>						
619	3.30	220	R	<u> </u>	Greenstine County Line		0.113	F	0.87	NA		02/04/2002
				To:	91-681	1						
619	0.50	220	R	From:		_	0.114	F	0.56	NA		02/04/2002
				To:	Dinwiddie County Line							

					St	issex Maintenand	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Sussex County				From:											
620	3.30	180	R	Piolii.		91-622				NA			NA		02/14/2002
	1 15	220		From:	1%	91-621	20/	0%		0.110		0.622	220		2002
(620)	1.15	320	F	95% To-	1%	1% 0% WCL Wakefield	2% I	0%	С	0.112	F	0.632	320	F	2002
Town of Wakefield				From:		WOLWI CI	1	1							
(620)	0.14	320	N	95%	1%	WCL Wakefield	2%	0%	N	0.112	N	0.632	320	N	2002
				То:		91-628		1							
Sussex County				From:		91-654		1							
621)	1.58	30	R							NA			NA		02/25/2002
	2.58	60	R	From:		91-606		•		NA			NA		02/25/2002
621)	2.50	00		To		01.604				INA			INA		02/23/2002
(621)	3.20	180	R	From:		91-604				NA			NA		02/25/2002
				To:		91-620									
	1.00	60	_	From:		91-634				NΙΔ			NIA		02/25/2002
622	1.90	60	R	To:		SR 35 NORTH				NA			NA		02/25/2002
$\bigcirc$	0.54			From:		SR 35 SOUTH									00/0=/000
(622)	2.51	200	R	To:		91-606 WEST		1		NA			NA		02/25/2002
				From:		91-606 EAST									
622	4.00	120	R							NA			NA		02/25/2002
	1.60	130	R	From:		91-620				NA			NA		02/25/2002
622	1.00	130	K	To:		91-628				INA			INA		02/23/2002
				From:		91-602									
(623)	0.70	220	F	92%	4%	1% 2%	1%	0%	С	0.128	F	0.556	220	F	2002
				To: From:		Prince George County	y Line								
(624)	1.70	20	R	From.		91-602				NA			NA		02/26/2002
024)				To:		Prince George Count	y Line								
$\bigcirc$			_	From:		SR 35									
625)	3.00	280	R							NA			NA		02/26/2002
	0.10	420	F	From: 92%	0%	91-655 0% 5%	2%	0%	F	0.1	F	0.571	420	F	2002
625) 625)	0.10	420	-	92 /0	0 /0		2.70	0 /0	'	0.1		0.57 1	420		2002
625)	5.70	400	F	From: 92%	0%	91-626 0% 5%	2%	0%	С	0.119	F	0.906	400	F	2002
				To:		Prince George Count	y Line								
				From:		SR 40									
626	5.65	420	F	83% To:	1%	1% 14% SR 35 WEST	1%	0%	F	0.099	F	0.611	420	F	2002
				From:		SR 35 EAST									
626	4.90	190	F	83%	1%	1% 14%	1%	0%	С	0.128	F	0.52	190	F	2002
	E 70	460		To: From:		91-625				NΙΛ			NIA		02/26/2002
626	5.79	160	R	To		91-602				NA			NA		0212012002
				From:		SR 35									
627)	2.21	150	F	79%	5%	1% 2%	12%	0%	С	0.094	F	8.0	150	F	2002
				To:		Prince George Count									
628)	4.52	610	F	96%	1%	Southampton County 1% 1%	Line 1%	0%	F	0.105	F	0.559	610	F	2002
628	1.02		•	To:	. 70	SCL Wakefield		7,0	•	200	•	2.000		•	

					Sı	ıssex Maintena	nce Area								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Ax		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Wakefield				From:		COL W.L.C	1.1								
628)	0.53	610	N	96%	1%	SCL Wakefie 1% 1%	1%	0%	N	0.105	N	0.559	610	N	2002
628	0.57	1800	F	96% _{To} -	1%	91-620 1% 1% US 460	1%	0%	С	0.099	F	0.514	1800	F	2002
Sussex County								J.							
629	0.10	60	R	From:		SR 31				NA			NA		02/14/2002
				To:		Surry County 1	Line								
630)	1.20	480	F	92%	2%	Greensville Coun  1% 0%	ty Line 4%	0%	F	0.093	F	0.505	480	F	2002
630	2.49	280	F	From: 92%	2%	91-656 1% 0%	4%	0%	С	0.098	F	0.519	280	F	2002
630)	0.90	310	F	From: 92%	2%	91-687 1% 0%	4%	0%	F	0.099	F	0.552	320	F	2002
630	2.20	260	R	From:		91-681		•		NA			NA		02/06/2002
				To:		Dinwiddie Count	y Line								
631)	4.53	210	F	95% To:	2%	US 301 1% 0% 91-645 NOR	1%	0%	С	0.113	F	0.591	210	F	2002
631)	6.65	60	F	From: 95%	2%	91-645 SOUT 1% 0%	ГН 1%	0%	F	0.188	F	0.64	60	F	2002
	7.98	110	R	To: From:		91-735 WES 91-735 EAS				NA			NA		02/25/2002
631)	1.60	280	R	From:		91-607		<u>_</u>		NA			NA		02/25/2002
631)	1.00	200	K	To:		SR 35				INA			INA		02/23/2002
632	0.90	40	R	From:		91-631				NA			NA		02/11/2002
632	0.85	40	R	From:		91-660				NA			NA		02/11/2002
632	0.35	70	R	From:		91-718		-		NA			NA		02/11/2002
	2.90	90	R	From:		91-608 SOU	ГН			NA			NA		02/11/2002
632)				To:		91-634 SOU									
632	2.20	100	R	From:		91-634 NOR	ГН			NA			NA		02/11/2002
632	2.40	20	R	From:		SR 40		<u> </u>		NA			NA		02/11/2002
632	1.00	10	R	From: To:		2.40 MN SR	40			NA			NA		02/11/2002
				From:		91-626		<u> </u>							
633)	0.95	48	R	To:		Dead End 91-621				NA			NA		02/25/2002
634)	1.00	510	F	From: 95%	4%	SR 40 1% 0% 91-735 SOU	0%	0%	F	0.093	F	0.769	510	F	2002
634)	4.30	240	F	From: 95%	4%	91-735 NOR 91-735 NOR 1% 0%		0%	С	0.102	F	0.519	250	F	2002
634)	4.83	80	F	From: 95%	4%	91-650 1% 0%	0%	0%	F	0.113	F	0.75	80	F	2002
				To:		SR 35									

					Sussex Maintenan	ce Area							
Route	Length	AADT	QA	4Tire	Rus	uck e 1Trail 2Trail	OC:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Sussex County				From:	CD 25								
634)	2.86	150	R	110	SR 35	<u></u>		NA			NA		02/25/2002
(634)	2.00			To	SR 40 EAST								02/20/200
				From:	91-610								
635)	3.35	40	R				-	NA			NA		02/06/2002
				To: From:	91-609								
635)	0.30	160	R	_			1	NA			NA		02/06/2002
				To: From:	91-631 WEST 91-631 EAST								
635)	1.27	170	R		71-031 L/101		l	NA			NA		02/06/200
<u></u>				To	91-644 WEST								
635)	3.11	190	R	From:	71 011 WES			NA			NA		02/06/2002
				To	91-660								
635	2.40	230	R	From:	71-000			NA			NA		02/06/2002
				To:	91-735								
_				From:	SR 40								
636	2.40	60	R				1	NA			NA		02/11/2002
				To: From:	91-626 NORT 91-626 SOUT								
636)	1.00	50	R		91-020 300 1	1		NA			NA		02/11/2002
636				To:	91-637 SOUT	Н							
$\bigcirc$				From:	91-637 NORT	Н							
636)	2.50	70	R	To:	01.661		I	NA			NA		02/11/2002
				From:	91-661								
(007)	3.80	140	R	From:	91-626			NA			NA		02/11/2002
637)	3.00	140	11	To	91-640 EAST			INA			IVA		02/11/2002
				From:	91-640 WEST								
637)	5.29	60	R	. —			ı	NA			NA		02/11/2002
				To:	Prince George Coun	ty Line							
$\bigcirc$	4.50	70	_	From:	91-602	00/ 00/		0 404	_	0.040	70	_	2002
638)	1.50	70	F	85% To:	0% 7% 0%  Prince George Coun	9% 0%	C	0.131	F	0.818	70	F	2002
				From:	US 460	ty Ellic							
(639)	0.10	140	R		US 400			NA			NA		02/14/2002
(039)				To:	Surry County L	ne							
				From:	FR-315; 91-64	2							
(640)	4.94	220	R					NA			NA		02/11/2002
				To: From:	SR 40								
640	4.78	100	R	110111.				NA			NA		02/11/2002
				To: From:	91-637 EAST	,							
640	2.00	40	R	r tom.				NA			NA		02/11/2002
				To:	91-626								
				From:	91-642								
641)	2.50	30	R					NA			NA		02/11/2002
				From:	91-662								
641)	2.10	70	R	_			Ī	NA			NA		02/11/2002
				To:	SR 40								
$\bigcirc$	0.05	400	_	From:	US 301			NI A			N.1.A		00/44/0000
642	0.25	460	R	_			•	NA			NA		02/11/2002
		•65		From:	FR-315; 91-64	0							
642	1.70	380	R					NA			NA		02/11/2002
				To: From:	91-643								
642	5.06	160	R			, ,	Ī	NA			NA		02/11/2002
				To:	91-735 WEST								

					Su	issex Maintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Sussex County				From:				-							
642)	3.18	210	R	110111.		91-735 EAST				NA			NA		02/11/2002
(642)	1.35	160	R	From:		91-634				NA			NA		02/11/2002
642				To:		SR 40									
				From:		91-644									
643)	3.80	60	R							NA			NA		02/11/2002
(40)	1.70	80	R	To: From:		91-642				NA			NA		02/11/2002
643)	1.70			To:		91-640				1471			147.		02/11/2002
				From:		91-645									
(644)	5.14	130	R	т		01 (05 N)EGE				NA			NA		02/11/2002
				From:		91-635 WEST 91-635 EAST									
(644)	1.12	100	R			, , , , , , , , , , , , , , , , , , , ,				NA			NA		02/11/2002
				To:		91-631									
$\bigcirc$	4.00	40	_	From:		91-609									00/44/0000
645)	1.00	46	R							NA			NA		02/11/2002
	5.19	80	F	From: 94%	3%	91-631 SOUTI 2% 0%	1%	0%	С	0.162	F	0.625	80	F	2002
645)	5.15	00	•	To:	370	US 301 SOUT		0 70	C	0.102	•	0.023	00	•	2002
				From:		US 301 NORT									
645	2.57	170	R	To:		91-649				NA			NA		02/11/2002
				From:		Dead End									
646)	0.20	45	R			Dead End				NA			NA		02/11/2002
(O-40)				To:		US 301 SOUT	Н	į.							
646)	1.96	600	R	From:		05 301 500 1				NA			NA		02/11/2002
				To:		91-708									
646)	0.32	1200	R	r tom.						NA			NA		02/11/2002
				To:		SCL Jarrett									
Town of Jarratt				From:		SCL Jarrett		1							
646)	0.24	1400	R			SCL Janett				NA			NA		02/11/2002
				To:		91-1120									
(646)	0.25	410	F	97%	2%	1% 0%	0%	0%	С	0.147	F	0.5	410	F	2002
				To: From:		SR 139 SOUT SR 139 NORT	Н								
(646)	0.65	480	R	<u> </u>		5K 139 NOK1	11			NA			NA		02/11/2002
				To:		US 301 NORT	Н								
Sussex County				From:		110 201 1 110		1							
(646)	0.29	300	F	98%	2%	US 301 MID 0% 0%	1%	0%	С	0.125	F	0.59	300	F	2002
040	0.20			To:		91-1107		0,0		00		0.00		•	
$\bigcirc$	2.42	000		From:		FR-315; 91-110	)7			NΙΔ			NIA		00/44/0000
(646)	3.13	230	R	To:		91-645 SOUTI	1			NA			NA		02/11/2002
				From:		91-645 NORTI									
(646)	1.25	30	R	To:		D 1E 1				NA			NA		02/11/2002
				""		Dead End									
Town of Wakefield				From:		91-603									
(647)	0.04	470	R							NA			NA		02/14/2002
				To: From:		US 460		}							
647	0.10	750	R							NA			NA		02/14/2002
			_	To: From:		91-712									
647	0.06	630	R	To:		01 (70		<del></del> 1		NA			NA		02/14/2002
						91-672		<u> </u>							

						issex ivialitieriarice	,								
Route	Length	AADT	QA	4Tire	Bus	Truc 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Wakefield				From:		91-672									
647)	0.10	610	R	<u> </u>		71 0/2				NA			NA		02/14/2002
				To: From:		91-717									
647)	0.01	640	R							NA			NA		02/14/2002
647	0.07	320	R	From:		91-711				NA			NA		02/14/2002
647)	0.07			To:		91-725									02/1//2002
647)	0.05	260	R	From:						NA			NA		02/14/2002
				To:		ECL Wakefield									
Sussex County				From:		ECL Wakefield									
647)	0.05	130	R	_		01.650				NA			NA		02/14/2002
				To: From:		91-679									
648	2.09	60	R	rioin.		91-630				NA			NA		02/05/2002
				To: From:		2.09 ME 91-630									
648)	0.41	46	R	rioii.						NA			NA		02/05/2002
				To: From:		2.50 ME 91-630									
648)	1.00	60	R	To:		91-649 NORTH				NA			NA		02/05/2002
				From:		91-649 SOUTH									
648	2.68	120	R							NA			NA		02/05/2002
649	0.64	70	R	From:		91-734				NA			NA		02/05/2002
648	0.04			To		FR-313				1471			147.0		02/00/2002
$\sim$				From:		91-681									
649	6.10	180	R							NA			NA		02/04/2002
640	0.40	180	R	From:		91-645				NA			NA		02/04/2002
649	0.10			To:		91-648 SOUTH									02/01/2002
649)	2.90	70	R	From:		71-046 500 111				NA			NA		02/04/2002
				To:		91-657									
(650)	1.20	90	R	From:		Dead End				NA			NA		02/11/2002
(650)	1.20			To:		91-634				1471			147.		02/11/2002
				From:		91-626									
(651)	1.62	540	F	96% To:	1%	1% 0% WCL Waverly	3%	0%	С	0.103	F	0.593	540	F	2002
Town of Waverly						WCL Waverry									
				From:	101	WCL Waverly	201	201							
(651)	0.28	540	N	96% To:	1%	1% 0% SR 40	3%	0%	N	0.103	N	0.593	540	N	2002
Sussex County						510									
	0.07	40		From:		US 460 EAST				NIA			NIA		00/44/0000
652	0.07	48	R	т						NA			NA		02/14/2002
652	0.61	100	R	From:		0.07 MN US 460				NA			NA		02/14/2002
002)				To		ECL Wakefield									
Town of Wakefield				From:		FCI W.I. C.II									
652)	0.12	100	R	From:		ECL Wakefield				NA			NA		02/14/2002
				To:		US 460 W; 91-720				-					
Town of Waverly				From:		01.606		- 1							
653)	0.94	540	F	95%	3%	91-606 1% 1%	1%	0%	С	0.108	F	0.525	540	F	2002
		-		To:		91-654			-				-		

					Sı	issex Maintenance	e Area								
Route	Length	AADT	QA	4Tire	Bus	True			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Waverly												. 4010.			
(C)	0.26	900	F	From: 95%	3%	91-654 1% 1%	1%	0%	F	0.096	F	0.505	910	F	2002
(653)	0.20	300	•	Tn:	370	SR 40 WEST	1 /0	0 70	ı	0.030	'	0.505	310	'	2002
				From:		SR 40 EAST									
(653)	0.09	440	F	97%	1%	1% 1%	1%	0%	С	0.101	F	0.745	440	F	2002
				To: From:		US 460 NORTH US 460 SOUTH									
653	0.21	130	F	96%	0%	0% 3%	0%	0%	С	0.111	F	0.688	130	F	2002
000				To		91-1002									
(653)	0.46	270	N	96%	0%	0% 3%	0%	0%	N	0.091	Ν	0.552	270	Ν	2002
000				To:		NCL Waverly									
Sussex County				-				-							
				From:		NCL Waverly									
(653)	1.25	270	F	96%	0%	0% 3%	0%	0%	F	0.091	F	0.552	270	F	2002
				To:		91-613									
	0.00	400	_	From:	40/	91-655	00/	00/	_	0.400	_	0.0	400	_	0000
(654)	2.08	100	F	98% To:	1%	0% 0%	0%	0%	F	0.126	F	0.6	100	F	2002
				10.		SCL Waverly		J							
Town of Waverly				From:		SCL Waverly									
(654)	0.49	270	F	98%	1%	0% 0%	0%	0%	F	0.105	F	0.542	270	F	2002
001)				To:		91-1014									
(654)	0.40	570	F	From: 98%	1%	0% 0%	0%	0%	С	0.1	F	0.69	570	F	2002
(654)	0.10	0.0	•	To:	170	91-653	070	7,0	Ŭ	0.1	•	0.00	0.0	•	2002
Sussex County															
Sussex County				From:		91-625									
(655)	2.20	210	F	95%	2%	1% 1%	2%	0%	С	0.094	F	0.546	210	F	2002
				To: From:		SR 40									
655	1.60	90	R	rioii.						NA			NA		02/25/2002
				To:		91-654		1							
655	1.57	40	R	From:		71 05.				NA			NA		02/25/2002
				To-		91-606									
				From:		91-619									
(656)	3.80	180	R							NA			NA		02/04/2002
				To:		91-630									
				From:		91-681									
(657)	3.60	170	F	98%	2%	0% 0%	0%	0%	С	0.131	F	0.619	170	F	2002
$\overline{}$				To:		SCL Stony Creek									
Town of Stony Creek															
	0.21	170	N	From: 98%	2%	SCL Stony Creek	0%	0%	N	0.131	N	0.619	170	N	2002
(657)	0.21	170	IN	90 70 To:	Z 70	SR 40 BUS WES		076	IN	0.131	IN	0.019	170	IN	2002
				From:		SR 40 BUS EAST									
(657)	0.17	980	F	97%	0%	1% 1%	1%	0%	F	0.107	F	0.525	980	F	2002
				To:		91-658									
657)	0.24	450	F	97%	0%	1% 1%	1%	0%	С	0.103	F	0.522	450	F	2002
				To:		91-670									
(657)	0.40	330	F	97%	0%	1% 1%	1%	0%	F	0.11	F	0.514	330	F	2002
037)			-	To:		NCL Stony Creek			•		•			-	
Sussex County				-		_									
				From:		NCL Stony Creek									
(657)	0.06	190	G	97%	0%	1% 1%	1%	0%	F	0.11	Ν	0.514	200	G	2002
				To: From:		91-618		1							
(657)	1.14	80	R	110111.						NA			NA		02/05/2002
				To		91-602									
				From:		SR 40 WEST									
(658)	1.36	10	R	<u></u>						NA			NA		02/06/2002
				To:		SR 40 EAST									
·				_				_							

					Sussex Maintenance Area				
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	OC	(.)K	AAWDT QW	Year
Sussex County				From:	SR 40 EAST				
(658)	0.09	480	R	_	5K 40 EA51	NA		NA	02/06/2002
				To:	WCL Stony Creek				
Town of Stony Creek				From:	WCL Stony Creek				
(658)	0.07	660	R	<u> </u>		NA		NA	02/06/2002
				From:	SR 40 BUS				
(658)	80.0	180	R			NA		NA	02/06/200
	0.15	130	R	From:	91-703	NA		NA	02/06/200
658	0.10	100		To:	91-702	I IVA		IVA	02/00/200
658	0.15	360	R	From:	91-702	NA		NA	02/06/200
				To:	91-657				
658	0.05	610	R			NA		NA	02/06/2002
				To: From:	91-1203				
658	0.06	520	R			NA		NA	02/06/200
	0.11	420	R	From:	91-668	NΙΔ		NIA	02/06/2009
658	0.11	430	K			NA		NA	02/06/2002
(658)	0.18	600	R	From:	91-1201	NA		NA	02/06/2002
(030)				To:	91-1204				
(658)	0.03	550	R	From:	71 1201	NA		NA	02/06/200
				To:	ECL Stony Creek				
Sussex County				From:	ECI Stany Creak				
(658)	0.10	550	R	<u></u>	ECL Stony Creek	NA		NA	02/06/200
(656)				To:	US 301				
				From:	Dead End				
(659)	0.19	50	R			NA		NA	02/06/200
	1.00	70	R	From:	FR-313	NΙΔ		NIA	02/06/200
(659)	1.00	70	K	To-	SR 40	NA I		NA	02/06/2002
				From:	91-635				
(660)	1.35	60	R			NA		NA	02/11/200
				To: From:	91-735 NORTH				
660	3.50	40	R	To:	91-632	NA		NA	02/11/200
				From:	SR 40				
(661)	2.00	190	R	<u> </u>	SK 40	NA		NA	02/11/200
				To	Dead End				
$\bigcirc$				From:	91-640				
662	2.97	130	R	To:	91-641	NA		NA	02/11/200
				From:	91-681				
663	0.30	40	R		71-001	NA		NA	02/04/200
				To	91-674				
663)	0.20	10	R	riom'		NA		NA	02/04/2002
				To:	Dead End				
<u>—</u>	0.82	250	R	From:	Dead End	NA		NA	02/14/200
664)	0.02	230	ĸ	To:	91-620	INA		INA	02/14/200/
				From:	91-619				
665)	0.80	160	R			NA		NA	02/04/2002
				To:	Dinwiddie County Line				

					Sussex Maintenance Area	1							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trai		O.C.	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Sussex County				From:	SR 35	Ī							
666	0.04	10	R		SK 33			NA			NA		02/14/200
				To-	91-634								
	0.10	210	R	From:	US 301			NA			NA		02/04/200
667	0.10	210	K	To:	91-736			INA			INA		02/04/200
Town of Stony Creek													
_	0.07	200	_	From:	SR 40 BUS			NIA			NIA		02/05/20
668	0.07	200	R	т	04.660.004			NA			NA		02/05/20
669	0.01	40	R	From:	91-669 SOUTH			NA			NA		02/05/20
668				To	91-669 NORTH								
668	0.08	90	R	From:	71-007 NORTH			NA			NA		02/05/20
				To:	91-658								
$\bigcirc$	2.22		_	From:	Dead End								00/05/00
669	0.30	60	R					NA			NA		02/05/20
<u></u>	0.11	130	R	From:	SR 40 BUS			NA			NA		02/05/20
669	0.11	130	K	Ta	01 1201			INA			INA		02/03/20
660	0.10	110	R	From:	91-1201			NA			NA		02/05/20
669	00			To:	91-668 SOUTH								02/00/20
	0.06	40		From:	91-668 NORTH			NIA			NIA		02/05/20
669)	0.06	40	R	To:	91-1203			NA			NA		02/05/20
				From:	91-657	i							
670	0.40	150	R					NA			NA		02/05/20
				To:	ECL Stony Creek								
Sussex County				From:	ECL Stony Creek	1							
670	0.08	150	R		ECL Stony Creek			NA			NA		02/05/20
<u></u>				To:	91-1214								
670	3.75	180	R	From:				NA			NA		02/05/20
				To:	91-602								
Town of Wakefield				From:	US 460								
671)	0.25	200	R		US 400			NA			NA		02/14/20
6/1)				To:	91-676								
				From:	91-647								
672)	0.16	80	R	To:	01 (72			NA			NA		02/14/20
				From:	91-673								
673)	0.10	260	R		US 460			NA			NA		02/14/20
019				To:	91-672								
673)	0.13	90	R	From:	71.012			NA			NA		02/14/20
				To:	Dead End								
ussex County				From:	01.662	1							
674)	0.40	30	R	Troill.	91-663			NA			NA		02/04/20
0,4	3.10			To:	Dead End								
				From:	91-735								
675)	1.50	20	R					NA			NA		02/06/20
				To:	Dead End								
Town of Wakefield				From:	91-671	1							
676)	0.20	500	R					NA			NA		02/14/20
				To	SR 31								

					Su	ssex Ma	intenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	ıck 1Trail	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Sussex County				From:												
677	0.06	230	R	rioni.		9	1-705				NA			NA		02/12/2002
	0.14	530	R	From:		9	1-678				NA			NA		02/12/2002
677)	0.14	550	K	To-		U	S 460				INA			INA		02/12/2002
				From:		9	1-677									
(678)	0.10	610	R								NA			NA		02/19/2002
				To-		NCL	Wakefield	l								
Town of Wakefield				From:		NCL	Wakefield	i								
(678)	0.17	490	R								NA			NA		02/14/2002
				To:			1-682		ļ							
(270)	0.36	300	R	From:		S	SR 31				NA			NA		02/12/2002
679	0.50	300		То:		ECL	Wakefield	l			INA			14/-3		02/12/2002
Sussex County																
	0.40	200	,	From:		ECL	Wakefield				NIA			NIA		00/40/0000
(679)	0.10	290	R	To:		9	1-647				NA			NA		02/12/2002
Town of Wakefield																
				From:		9	1-701									
(680)	0.12	340	R								NA			NA		02/12/2002
	0.40	440	_	From:		9	1-714				NIA			NIA		00/40/0000
680	0.12	410	R	To:		9	1-603				NA			NA		02/12/2002
Sussex County				Į.			1 005									
				From:			1-619									
(681)	5.10	130	F	96%	3%	1%	0%	0%	0%	F	0.128	F	0.528	130	F	2002
				From:			1-630									
681)	2.60	250	F	96%	3%	1%	0%	0%	0%	С	0.128	F	0.765	250	F	2002
	1 20	200		From:	20/		1-657	00/	00/		0.11		0.700	200	F	2002
<b>681</b> )	1.38	280	F	96%	3%	1%	0%	0%	0%	F	0.11	F	0.788	280	Г	2002
(694)	1.23	280	R	To: From:			SR 40				NA			NA		02/04/2002
681)	1.20	200		To:		Dinwiddi	e County	Line			147 (			147.		02/04/2002
Town of Wakefield																
	0.06	380	R	From:		9	1-705				NA			NA		02/12/2002
682	0.06	360	ĸ				1 (=0				NA			INA		02/12/2002
(692)	0.06	220	R	From:		9	1-678				NA			NA		02/12/2002
(682)	0.00	220		To:			1 721				147 (			147.		02/12/2002
682	0.05	180	R	From:		9	1-731				NA			NA		02/12/2002
002)				To:		9	1-732									
Sussex County																
	0.10	2	R	From:		De	ad End				NA			NA		02/04/2002
(683)	0.10	_		To:		9	1-645		1		INA			14/5		02/04/2002
				From:		91-60	09 WEST									
684	1.10	60	R								NA			NA		02/06/2002
				To:			09 EAST									
(005)	0.60	20	R	From:		De	ad End				NA			NA		02/11/2002
685	0.00	20	ĸ	To-		9	1-638		1		INA			INA		02/11/2002
				From:			ad End									
686	0.60	50	R	_							NA			NA		02/04/2002
$\cup$				To:		9	1-698									

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02/05/200
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02/06/200
02/05/200
02/04/200
02/25/200
00/44/000
02/14/200
02/14/200
02/14/200
02/14/200
02/14/200
02/14/200
02/14/200
02/14/200
02/14/200
02/06/200
02/00/200
02/06/200
02/00/200
02/05/200
02/05/200
02/06/200
02/12/200
02/12/200
02/12/200
02/12/200

					Sus	ssex Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Tra	OC:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Wakefield				From:			 -i	1 1001		1 40101			
706)	0.12	360	R	rioifi:		91-701	_	NA			NA		02/14/2002
_				To: From:		91-714	]						
706	0.17	560	R	To:		US 460; 91-603	7	NA			NA		02/14/2002
Sussex County													
(707)	0.29	200	R	From:		91-646	_	NA			NA		02/04/2002
(101)				To:		US 301							
<u></u>	0.26	160	R	From:		91-646		NA			NA		02/04/2002
708)	0.20	100		To:		US 301		INA			INA		02/04/2002
				From:		Dead End							
709	0.21	110	R	To:		91-660	1	NA			NA		02/11/2002
Town of Wakefield													
(710)	0.14	50	R	From:		91-714		NA			NA		02/12/2002
<u> </u>				To:		91-603							
<u> </u>	0.14	200	R	From:		91-647		NA			NA		02/12/2002
(711)	0.14	200	K	To:		Dead End		INA			INA		02/12/2002
				From:		Dead End							
(712)	0.11	80	R	To:		91-647	1	NA			NA		02/12/2002
Sussex County													
(713)	0.75	150	R	From:		Dead End		NA			NA		02/06/2002
(10)				To:		SR 40							
Town of Wakefield				From:		91-680	ı						
(714)	0.08	210	R			71 000	4	NA			NA		02/14/2002
$\bigcirc$				To: From:		91-706	]——						22////222
714)	0.05	160	R	Tai		01.701	7	NA			NA		02/14/2002
714)	0.19	470	R	From:		91-701		NA			NA		02/14/2002
				To: From:		US 460	]						
(714)	0.09	260	R	To:		NCL Wakefield	1	NA			NA		02/14/2002
Sussex County							ı						
(714)	0.39	100	R	From:		NCL Wakefield		NA			NA		02/14/2002
(714)	0.55	100		To:		91-603		11/3			INA		02/14/2002
				From:	S	Southampton County Line							22////222
(715)	1.14	20	R	To:		91-635	1	NA			NA		02/11/2002
Town of Wakefield													
(716)	0.06	60	R	From:		91-714		NA			NA		02/12/2002
. 10				To:		Dead End		-			-		
	0.10	90	R	From:		91-647		NA			NA		02/12/2002
(717)	0.10	90	ĸ	To:		Dead End		INA			INA		0211212002
Sussex County				E		01.525							
(718)	3.80	10	R	From:		91-735	J	NA			NA		02/11/2002
				To:		91-632							

					Sussex Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	()(:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Wakefield				From:		•						
(719)	0.10	120	R	From:	Dead End	j	NA			NA		02/12/2002
(/19)	00			To:	SR 31	]						02/12/2002
				From:	Dead End	]						
720	0.08	30	R		770 160 01 60	7	NA			NA		02/14/2002
				To:	US 460; 91-652							
Sussex County				From:	91-644 WEST	1						
(721)	2.20	60	R			-	NA			NA		02/12/2002
				To:	91-644 EAST							
Town of Wakefield				From:	91-620	1						
722)	0.20	7	R		)1 020	1	NA			NA		02/12/2002
				To:	Dead End							
$\bigcirc$	<u> </u>		_	From:	Dead End							001101000
(723)	0.17	10	R			-	NA			NA		02/12/2002
	0.00	20		From:	91-730	<u> </u>	NΙΛ			NΙΛ		02/12/2001
723	0.09	20	R	To:	91-628	1	NA			NA		02/12/2002
Sussex County				•		•						
			_	From:	SR 35							00/0=/000
(724)	0.70	100	R	To:	Dead End	1	NA			NA		02/25/2002
Town of Wakefield					Dead Elid							
				From:	Dead End							
(725)	0.16	100	R	To:	01 (47	1	NA			NA		02/12/2002
6 6 4					91-647	<u> </u>						
Sussex County				From:	Dead End							
(726)	0.19	6	R	. —		7	NA			NA		02/06/2002
				To:	91-642							
(727)	0.14	30	R	From:	91-642	J	NA			NA		02/06/2002
(121)	0.11			To:	Dead End	]						02/00/2002
				From:	Dead End							
(728)	0.33	60	R	_		,	NA			NA		02/06/2002
				To:	SR 40	<u> </u>						
(720)	1.35	50	R	From:	Dead End	j	NA			NA		02/14/2002
(729)	1.00			To:	91-737	1						02/11/2002
729	0.85	100	R	From:	71-737	J	NA			NA		02/14/2002
				To:	91-628	1						
Town of Wakefield				From:								
(720)	0.07	10	R	From:	Dead End	j	NA			NA		02/12/2002
(730)	0.07			To:	91-723	]						02/12/2002
				From:	Dead End							
(731)	0.10	100	R			•	NA			NA		02/12/2002
				To:	91-682	<u> </u>						
700	0.10	100	R	From:	Dead End	J	NA			NA		02/12/2002
732	0.10	100	Λ.	To:	91-682	1	11/			INA		UZI 1212UU2
Sussex County					•	•						
			_	From:	Dead End					***		00/00/55
(733)	0.40	90	R	To:	SR 40	1	NA			NA		02/06/2002
					SK 40	<u> </u>						

					St	issex ivia	intenance	e Area								
Route	Length	AADT	QA	4Tire	Bus		True 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Sussex County				From:		Į	JS 301		1							
(734)	0.17	150	R	_							NA			NA		02/27/200
				Tn·			1-648									
	0.00	240	_	From:			ton County		00/	_	0.400	_	0.540	240	_	2002
735	2.20	340	F	94%	3%	2%	0%	1%	0%	F	0.122	F	0.512	340	F	2002
	0.50	350	F	From: 94%	3%	91-6 2%	0%	1%	0%	F	0.000	F	0.658	350	F	2002
735	0.50	330	Г	94 /0	3 /0			1 /0	0 /0		0.099	,	0.030	330		2002
(705)	2.08	350	F	From: 94%	3%	91-6 2%	31 WEST 0%	1%	0%	С	0.106	F	0.568	350	F	2002
735	2.00	000	•	To:	070		50 SOUTH	170	070	Ü	0.100	•	0.000	000	•	2002
$\bigcirc$				From:			0 NORTH					_				
735	5.26	640	F	94%	3%	2%	0%	1%	0%	F	0.103	F	0.529	640	F	2002
	2.22	1100		From:	00/		4 NORTH		00/		0.400		0.574	1100		
735	0.32	1100	F	94% To:	3%	2%	0% SR 40	1%	0%	F	0.102	F	0.574	1100	F	2002
				From:			SE 91-667									
736)	0.10	40	R			0.10	3E 91-007				NA			NA		02/04/200
				To:		C	01-667									
736	0.08	70	R	From:			1 007				NA			NA		02/04/200
				Tn·		De	ead End									
				From:		De	ead End									
(737)	0.68	100	R	. —							NA			NA		02/14/200
				To:			01-729									
	0.14	30	R	From:		τ	JS 460				NA			NA		02/26/200
738)	0.14	30	K	To		De	ead End				INA			INA		02/20/200
				From:			01-622									
(740)	1.09	10	R								NA			NA		02/14/200
				To:		ç	01-729									
$\sim$				From:		91-0	00642(B)/									
(741)	0.10	NA		To:		C1	J- C/				NA			NA		
				10.		Cu	l-de-Sac/									
Town of Wakefield				From:		ç	91-701		1							
(766)	0.20	410	R	-							NA			NA		02/14/200
				To:		ç	91-603									
Town of Waverly				r			- 10									
(100)	0.11	1800	R	From:			SR 40				NA			NA		03/04/200
(1001)	0.11	1000	1	To		0	1 1006				IVA			INA		03/04/200
(1001)	0.17	860	R	From:		9	1-1006				NA			NA		03/04/200
				To:		^	1 1000									
(1001)	0.06	360	R	From:		9	1-1009				NA			NA		03/04/200
				To:		^	1-1011									
(1001)	0.08	280	R	From:		9	1-1011				NA			NA		03/04/200
		-		To:		De	ead End									
				From:			SR 40									
(1002)	0.25	730	R								NA			NA		03/04/200
				From:		J	JS 460		-							
1002	0.06	150	R								NA			NA		03/04/200
				To:			01-653									
$\overline{}$	0.40	700	_	From:		ç	91-606				NI A			NIA		03/04/000
(1003)	0.12	700	R								NA			NA		03/04/200
$\bigcirc$	0.00	000		From:		9	1-1029				NI A			NIA		02/04/000
(1003)	80.0	800	R	To:		0	1-1028		1		NA			NA		03/04/200
				1		9	1-1020									

					Truck	Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus  2Axle 3+Axle 1Trail 2Trail	()(:	()K	Factor	AAWDT	QW	Year
Town of Waverly				From:	91-1028	1					
(1003)	0.24	1200	R		)1 10 <u>2</u> 0	NA			NA		03/04/2002
$\bigcup$				To: From:	91-1016	]					
1003	0.20	1300	R			NA			NA		03/04/2002
				To: From:	91-1005	]					
(1003)	0.15	1500	R	To:	GD 40	NA			NA		03/04/2002
				From:	SR 40	<u> </u>					
(1004)	0.12	830	R		SR 40	J NA			NA		03/06/2002
(1004)				To:	91-1021	1					
1004	0.15	400	R	From:	71 1021	NA			NA		03/06/2002
				To:	91-1019	1					
1004	0.21	200	R	From:	72 000)	NA			NA		03/06/2002
				To:	91-1023						
$\bigcirc$				From:	91-653	J					
(1005)	0.13	320	R	To:	91-1003	NA 1			NA		03/04/2002
				From:	91-1008	<u> </u>					
(1006)	0.13	400	R	<u> </u>	91-1006	NA			NA		03/04/2002
				To:	91-1001	]					
				From:	91-1008						
(1007)	0.18	370	R			NA			NA		03/04/2002
				To: From:	91-1009	}					
(1007)	0.05	190	R	To:	01 1011	NA			NA		03/04/2002
				From:	91-1011	<u> </u>					
1008	0.13	610	R		SR 40	J NA			NA		03/04/2002
(1008)	0.1.0			To:	91-1006	1					00/0 // 2002
(1008)	0.10	430	R	From:	91-1000	NA			NA		03/04/2002
				To:	91-1007	1					
1008	0.24	180	R	From:	71 1007	NA			NA		03/04/2002
				To:	WCL Waverly						
Sussex County				From:							
1008	0.21	140	R	FIOIII.	WCL Waverly	J NA			NA		03/04/2002
(1008)	0.21		• • • • • • • • • • • • • • • • • • • •	To:	Dead End	1					00/0 1/2002
Town of Waverly											
	0.11	000	_	From:	91-1007	]			NI A		00/04/000
(1009)	0.11	220	R	To:	91-1001	NA 1			NA		03/04/2002
				From:	91-1026	<u> </u>					
(1010)	0.46	230	R	<u> </u>	71-1020	NA			NA		03/04/2002
				To:	SR 40	1					
				From:	91-1001						
(1011)	0.11	100	R	To:	01 1007	NA			NA		03/04/2002
				From:	91-1007 SP 40	<u> </u>					
(1012)	0.27	270	R		SR 40	J NA			NA		03/04/2002
1012	J. <u>L</u> ,			To:	91-1013						
(1012)	0.05	90	R	From:	71-1015	NA			NA		03/04/2002
			-	To:	Dead End	1			-		
				From:	SR 40; 91-1018						
1013	0.08	430	R			NA			NA		03/04/2002
				To-	91-1017	1					

					Sussex Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	$\cap$ C	QK Dir Factor	AAWDT	QW Year
Town of Waverly				From:	91-1017				
1013	0.05	330	R		71 1017	NA		NA	03/04/2002
	0.05	400		To: From:	91-1012				00/04/000
(1013)	0.05	120	R	To:	91-1031	NA		NA	03/04/200
				From:	91-654				
1014	0.12	250	R	<u>.                                    </u>	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	NA		NA	03/06/2002
	0.10	280	R	To: From:	91-1015 NORTH	NA		NA	03/06/200
(1014)	0.10			To: From:	91-1015 SOUTH				
(1014)	0.10	290	R			NA		NA	03/06/2002
				To:	91-653				
	0.22	60	_	From:	91-1014 WEST	NΙΔ		NIA	03/05/300
(1015)	0.23	60	R	To:	91-1014 EAST	NA		NA	03/05/200
				From:	Dead End				
1016	0.10	320	R	<u> </u>	Dead End	NA		NA	03/04/2002
				To:	91-1003				
				From:	91-1013				
1017)	0.07	60	R	To:	01.1022	NA		NA	03/04/2002
				From:	91-1032				
1049	0.25	760	R	rioni.	91-654	NA		NA	03/04/2002
1018	0.20		•••	To	SR 40; 91-1013	101			00/01/2001
				From:	SR 40				
1019	0.10	530	R			NA		NA	03/06/2002
				To: From:	91-1027				
1019	0.11	210	R	110111.		NA		NA	03/06/2002
				To: From:	91-1020				
1019	0.21	200	R			NA		NA	03/06/2002
				To: From:	91-1004				
1019	0.07	190	R			NA		NA	03/06/2002
				From:	91-1021				
1019	0.03	310	R	To:	01.1022	NA		NA	03/06/2002
				From:	91-1022				
(1000)	0.04	150	R	rioiii.	91-1019	NA		NA	03/05/2002
(1020)	0.01			To:	Cul-de-Sac	101			00/00/2001
				From:	91-1004				
(1021)	0.21	180	R			NA		NA	03/05/2002
				To:	91-1019				
			_	From:	91-1019				00/07/000
(1022)	0.28	250	R			NA		NA	03/05/2002
$\bigcirc$	0.40	400	_	From:	91-1024	NIA		NIA	00/05/000
1022	0.12	130	R			NA		NA	03/05/2002
	0.40	400		From:	91-1025	NI A		NIA	02/05/0000
1022	0.43	100	R	To:	Dead End	NA		NA	03/05/2002
				From:	91-1004				
(1023)	0.13	150	R	<u> </u>	71-1004	NA		NA	03/05/2002
				To:	91-1024				
(1023)	0.12	49	R	From:	71-1024	NA		NA	03/05/2002
				To:	91-1025				

					Suss	sex Maintenar	nce Area								
Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle	ruck e 1Trail 2	 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Waverly															
	0.06	10	R	From:		91-1025				NA			NA		03/05/200
(1023)	0.00	10		Tn·		Dead End				INA			IVA		00/00/200
				From:		91-1023									
1024	0.08	30	R							NA			NA		03/05/200
<u> </u>				To: From:		91-1022									
(1024)	0.04	6	R	To:		DJEJ				NA			NA		03/05/200
				From:		Dead End		_							
1025	0.03	2	R			Dead End				NA			NA		03/05/200
1020				To:		91-1023									
(1025)	0.08	40	R	From:		71 1023				NA			NA		03/05/200
				To:		91-1022									
$\bigcirc$				From:		0.08 MS 91-10	010								
1026	0.08	110	R							NA			NA		03/05/200
$\overline{}$	0.08	70	R	From:		91-1010				NA			NA		03/05/200
(1026)	0.06	70	ĸ	To:		Dead End				INA			INA		03/05/200
				From:		91-1019		Ī							
(1027)	0.13	240	R	<u>.                                    </u>						NA			NA		03/04/200
$\cup$				To:		Cul-de-Sac									
$\bigcirc$	0.00	440	-	From:		91-1030				N1A			NIA		00/04/00/
1028	0.20	440	R	To		91-1003				NA			NA		03/04/200
				From:		91-653		-							
1029	0.16	240	R			71 000				NA			NA		03/04/200
				To: From:		91-1030		— <u> </u>							
(1029)	0.21	570	R	rioiii.						NA			NA		03/04/200
				To:		91-1003									
	0.40	400	_	From:		Cul-de-Sac				NIA			NIA		00/04/00/
(1030)	0.10	100	R	. —						NA			NA		03/04/200
4000	0.11	280	R	From:		91-1028				NA			NA		03/04/200
1030	0.11	200		To:		01 1020				147 (			107.		00/04/200
(1030)	0.09	410	R	From:		91-1029				NA			NA		03/04/200
(1030)				To:		Dead End									
				From:		Dead End									
(1031)	0.06	40	R	To:		DJ.P. 1				NA			NA		03/04/200
				From:		Dead End									
1032	0.05	20	R	riont.		91-1013				NA			NA		03/04/200
	3.00		- •	To:		91-1017				•			<b>*</b>		
(1032)	0.02	5	R	From:		71-101/				NA			NA		03/04/200
$\bigcup$				To:		Dead End									
$\bigcirc$			_	From:		91-1008									
1034	0.02	160	R	To		Dood Er J		1		NA			NA		02/27/200
				From:		Dead End		I							
1035)	0.04	340	R			Dead End				NA			NA		03/04/200
	3.0 .		- •	To:		91-653				•			<b>*</b>		
				From:		Dead End						·			
1036	0.07	40	R				·			NA			NA		02/27/200
				To:		91-1029									

					Sussex Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	QK Dir Factor	AAWDT (	QW Year
Town of Waverly				From:	Dead End				
(1037)	0.11	200	R		Detta Ena	NA		NA	03/06/2002
				To: From:	91-1038				
(1037)	0.08	540	R	Tar	01.652	NA		NA	03/06/2002
				From:	91-653 91-1037				
1038	0.22	150	R		91-1057	NA		NA	03/06/2002
				To:	91-606				
$\bigcirc$	0.00	20		From:	91-1037	NIA		NIA	00/07/0000
(1039)	0.09	60	R	To:	Cul-de-Sac	NA I		NA	02/27/2002
				From:	Cul-de-Sac				
(1040)	0.07	40	R	_		NA		NA	02/27/2002
				To:	91-1038				
	0.20	60	ь	From:	Dead End	NIA		NΙΔ	02/27/2002
(1041)	0.28	60	R	To:	91-1014	NA 		NA	02/27/2002
Town of Jarratt				<u> </u>					
	A 1=		_	From:	Greensville County Line				00/01/0000
(1101)	0.17	370	R			NA		NA	02/04/2002
	0.10	180	R	From:	SR 139	NA		NA	02/04/2002
(1101)	0.10	100	K	To:	Dead End			INA	02/04/2002
Sussex County									
	0.00			From:	Greensville County Line				00/00/0000
(1102)	0.08	560	R	_		NA		NA	02/02/2002
(1)	0.02	620	R	From:	91-1113	NA		NA	02/04/2002
(1102)	0.02	020		To:	01 (4(	I IVA		IVA	02/04/2002
(1102)	0.30	890	R	From:	91-646	NA		NA	02/04/2002
(1.02)				To	US 301				
Town of Jarratt				r					
(1103)	0.10	650	R	From:	Greensville County Line	NA		NA	02/04/2002
(1103)	00			To:	91-1105	<u> </u>			02/01/2002
(1103)	0.02	810	R	From:	71-1105	NA		NA	02/04/2002
				To:	91-646				
Sussex County				From:	01.646				
(1104)	0.27	110	R		91-646	NA		NA	02/04/2002
				To:	US 301				
Town of Jarratt									
	0.10	20	R	From:	Dead End	l NA		NA	02/04/2002
(1105)	0.10	20		Tar	01.1102	14/-		IVA	02/04/2002
(1105)	0.05	60	R	From:	91-1103	NA		NA	02/04/2002
				To:	Dead End				
Sussex County									
(1106)	0.18	20	R	From:	0.11 MW 91-1107	l NA		NA	02/04/2002
(1100)	0.10			To:	Dead End	INA		14/3	<u> </u>
			_	From:	91-1106				
(1107)	0.02	40	R			NA		NA	02/04/2002
				To:	FR-315; 91-646				

					Sussex Maintenar	nce Area							
Route	Length	AADT	QA	4Tire	Rue	ruck e 1Trail 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Jarratt						e iliali zilali		Tioui		i actor			
(1108)	0.05	40	R	From:	Dead End		NA	NA			NA		02/04/2002
(1100)				To	91-646								
			_	From:	Greensville Count	y Line							22/21/222
(1110)	0.23	110	R	To:	91-1115	1		NA			NA		02/04/2002
Sussex County					71 1110								
	0.05	00	R	From:	Dead End		NIA		00/04/000				
(1113)	0.25	80		То:	91-1102		NA ]			NA		02/04/2002	
Town of Jarratt													
	0.07	40	R	From:	Dead End		NA	NΙΛ			NA		02/04/2002
(1115)	0.07	40		To:	91-1110	1		INA			INA		02/04/2002
				From:	91-1101								
1117	0.05	NA					NA	NA		NA			
				To: From:	Greensville Count	y Line							
(1120)	0.18	660	R	rioiii.	91-646		0.113	F		NA	(	02/04/2002	
(1120)				To:	SR 139								
Town of Stony Creek				From:	21.662								
(1201)	0.05	40	R	From:	91-669		NA			NA		02/05/2002	
(1201)				To:	91-658								
Sussex County													
(1202)	0.09	260	R	From:	Dead End		NA	NA			NA		02/05/2002
(1202)	0.00			To:	91-602								
Town of Stony Creek				r 1		<del></del>							
(1202)	0.08	130	R	From:	SR 40 BUS		NA			NA		02/05/2002	
(1203)	0.00	.00		To:	91-669								
(1203)	0.10	150	R	From:	71 007		NA			NA		02/05/2002	
				To:	91-658								
	0.07	60	R	From:	SR 40 BUS			NA			NA		02/05/2002
(1204)	0.07	00		To:	91-1205			14/3			14/3		02/03/2002
1204)	0.04	60	R	From:	91-1203		NA	NA		NA	0:	02/05/2002	
				To:	91-658								
$\bigcirc$	0.45	40	_	From:	SR 40 BUS			N.1.0			NIA		00/05/0000
(1205)	0.15	40	R	To-	91-1204	1		NA			NA		02/05/2002
Sussex County					, , , , , , , , , , , , , , , , , , , ,								
	0.00	20	_	From:	Dead End					NA	0.	02/05/2002	
(1210)	0.08		R		Gap Terminu	ıs	NA	NA					
$\sim$				From:	Dead End								
(1210)	0.05	10	R				NA		NA		02/05/2002		
	0.02	20	R	To: From:	T Intersection	n		NA			NA		02/05/2002
(1210)	0.02	20	IX.	To:	91-602			INA			INA		02/03/2002
Town of Stony Creek													
	0.12	2	R	From:	91-657			NA			NA		02/05/2002
(1212)	0.12	2	ĸ	To-	Dead End	1		INA			INA		02/03/2002

					SI	ussex Maintenance Area								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Sussex County				From:		01.657	-							
(1213)	0.18	110	R	1101111		91-657			NA			NA		02/05/2002
(1213)	0.10			To:		Dead End								02/00/200
				From:		91-670								
(1214)	0.11	270	R						NA			NA		02/05/200
				To:		US 301								
Town of Waverly				From:		W 1 C 1 1								
(m)	0.07	20	R	rioni.		Waverly School			NA			NA		03/04/200
9403)	0.01	20		To:		SR 40; 91-1018			1471			147.		00/0-1/200
Sussex County				-			•							
				From:		Central School; SR 40								
(9871)	0.07	390	R						NA			NA		03/04/200
0				From:		0.08 ME SR 40								
(9871)	0.21	380	R						NA			NA		03/04/200
<u> </u>				To: From:		0.29 ME SR 40								
9871)	0.09	250	R						NA			NA		03/04/200
				To: From:		0.38 ME SR 40								
9871)	0.07	310	R						NA			NA		03/04/200
				To:		SR 40								
$\bigcirc$	2.12			From:		Chambliss Elem School								00// //000
9872	0.10	220	R						NA			NA		02/14/200
				To: From:		0.10 ME 91-678								
9872)	0.03	250	R	To:		91-678			NA			NA		02/14/200
						91-0/8	1							
Town of Waverly				From:		Jackson Elem School								
(9873)	0.01	190	R	,					NA			NA		03/04/200
$\bigcirc$				To:		0.02 ME 91-1006								
(9873)	0.11	300	R	From:					NA			NA		03/04/200
				To		91-1006								
Sussex County														
	0.05	200	_	From:		Jefferson Elem School			NIA			N I A		02/05/202
9874	0.05	220	R						NA			NA		03/05/200
$\overline{}$	0.11		_	From:		0.05 ME 91-1102								00/05/000
(9874)	0.11	200	R	To:		91-1102			NA			NA		03/05/200
The state of the				I .		71-1102	j							
Town of Stony Creek				From:		91-1204								
(9875)	0.05	140	R						NA			NA		1988
				To:		Dead End								
Sussex County														
	0.07	40	R	From:		Stony Creek High School			NIA			NA		1995
9876	0.07	40	ĸ	To:		US 301			NA			INA		1995
				1		05 301								